

In the Specification:

Page 1, please change the title to --DUAL SLIP CLUTCH ARRANGEMENT --;  
and after the title, please insert the following sentence:

--This application is a divisional application of application serial number 10/219,014, filed 14 August 2002, which is a divisional of application serial number 09/695,336, filed 24 October 2000, now U.S. Patent No. 6,470,658, granted 29 October 2002.--

Page 1, line 6, please replace the paragraph beginning there with the following new paragraph:

-- In the course of rationalization of the harvesting operation, agricultural implements with large operating widths are applied in conjunction with correspondingly high powered tractors. This applies particularly to mowing machines, for the mowing of grass and other grain crops, such as, in particular, corn, that are ~~applies~~ applied as front attachment implements for a tractor equipped with a chopper. The rotating tools here consist of intake and mowing drums, with which the crop is mowed and subsequently conducted to the chopper. In this case the operating gearbox of the tractor that drives the drive arrangement for the intake and mowing drums is formed by the central gearbox or the mowing height gear box of the chopper. Such forage harvesters employ high-powered motors up to 500 PS (metric horsepower) where correspondingly high drive power must be applied to the intake and mowing drums that are employed as rotating tools, of which several may be arranged on both sides of the vertical longitudinal center plane of the machine. Since the intake and mowing arrangements operating as rotating tools form large masses that must be accelerated for the initial acceleration of the mower, the drive arrangement of the tools is equipped with at least one slipping clutch as initial acceleration clutch and simultaneously as a safety clutch by means of which the torque transmitted between the drive shaft on the part of the vehicle and the drive arrangement of the rotating tools is limited in a manner known in itself.--

Page 2, before the paragraph beginning at line 25, please insert the following new paragraph:

--Preliminarily, it is to be noted that the terms "left" and "right" are to be

considered relative to an observer standing behind, and facing in the direction of forward travel of, the machine illustrated in FIG. 1.--

Page 3, replace the paragraph beginning at line 33, with the following new paragraph:

--Since the two clutches 27 and 28 are identical in design, their configuration shall be explained in greater detail below only on the basis of the clutch 27 together with the enlarged view in FIG. 3. Accordingly, the clutch 27 includes a first clutch section defining a first clutch hub configured as a container 38 enclosed on all sides that includes ~~an~~ a cylindrical inner sleeve 39 providing a hub opening 36 that accepts the stub shaft 34a of the drive shaft section 34 on the part of the vehicle introduced into the clutch 27. The container 38 also includes an outer sleeve or cylindrical wall 40 that is joined to opposite, parallel end plates 43 and 44 so as to define an annular, space 41, that is filled with cooling fluid, such as water, and is closed on all sides except for a fill opening provided in the outer sleeve 40, which opening is closed after completion of the filling process by a threaded plug 42 ~~with~~ and a sealing ring so that the space 41 is fluid tight. The cylindrical sleeve 39 extends through the center of, and is fixed to, the end plate 43 and has an end which terminates within the container 38.--

Page 4, replace the paragraph beginning at line 9 with the following new paragraph:

--The clutch 27 further includes a second clutch section in the form of a clutch housing 37 including an end plate or hub 58 having an opening 59 provided with internal splines or a multi-wedge connection 60 through which the drive connection to the angled gearbox 31 is made for driving the rotary tools on that side of the vehicle.--

Page 4, replace the paragraph beginning at line 13 with the following new paragraph:

--Respectively located on the outside of the end ~~faces~~ plates 43 and 44 of the container 38 are ring-shaped or annular friction disks 45 and 46 that are respectively rigidly connected with ring-shaped or annular driver disks or backing plates 47 and 48. The rigid connection of the ring-shaped friction disks 45 and 46 with the ring-

shaped driver disks 47 and 48 can be performed by mechanical connecting links, for example, by bonding, by spraying with friction disk material or any other appropriate manner. The clutch housing 37 is configured so as to define a cylindrical enclosure or sleeve 50 that encompasses the container 38 and includes a housing portion extending axially beyond the end plate 44. Guide sockets or tabs 49 form part of, and are angled at right angles from, the remaining portions of the driver disks or backing plates 47 and 48 and are retained in circumferential guide slots provided in the cylindrical enclosure or sleeve 50 so as to extend parallel to the axis of rotation and to provide axial play for the disks 47 and 48 and also for coupling the friction disks 47 and 48 for rotation with the cylindrical enclosure 50. Otherwise, the sleeve cylindrical enclosure 50 is configured as a grating with openings 51, that improve the dissipation of heat from the ring-shaped container 38.--

Page 4, replace the paragraph beginning at line 25 with the following new paragraph:

--The friction disks 45 and 46 are spring loaded for effecting a drive connection that is a function of the torque between the ring-shaped container 38 forming the clutch hub and the clutch housing 37. This spring loading is provided by a ring-shaped spring package or assembly 52, inserted into mounted within and to the portion of the clutch housing 37 that extends axially beyond the end plate 44, which consists the spring package 52 consisting of a ring of individual helical compression springs 53 whose line of force is parallel to a rotational axis R of the clutch. The ring of springs 53 are supported at their opposite end faces respectively by retaining rings 54 and 55, with the ring 54 bearing against the ~~friction disk drive driver disk or backing plate 48~~ to which the friction disk 45 is fixed.--

Page 5, replace the paragraph beginning at line 17 with the following new paragraph:

--At its end opposite the introduction opening for the stub drive shaft 34a, the inner sleeve 39 is rigidly connected, for example welded, to a coaxial stub shaft 61. Furthermore, the stub shaft 61 is rigidly connected or welded to the end ~~face~~ plate 44 of the ring-shaped container 38. The same goes for the end ~~face~~ plate 43 with respect to the inner sleeve 39. The stub shaft 61 extends through the spring package 52 to the connecting shaft 29, with which it is connected over the sleeve coupling 30. The connection with the sleeve coupling 30 is again performed by a

multi-wedge or spline connection.--

Page 5, replace the paragraph beginning at line 28 with the following new paragraph:

-- When the arrangement is coupled, the power flows over the spring loaded friction disks 45 and 46 from the ring-shaped container 38, set into rotation by the drive shaft section 34, to the clutch housing 37, in particular, the end ~~face~~ plate or hub 58 whose rotational movement is transmitted in turn through the multi-wedge connection 60 to the gearbox 31. Here the rotational drive is transmitted simultaneously over the stub shaft 61 to the connecting shaft 29 and from there over the stub shaft 61', that corresponds to the stub shaft 61, to the ring-shaped container 38' and the clutch housing 37' of the clutch 28 over the multi-wedge connection 60' to the angled gearbox 32.--

Page 6, replace the paragraph beginning at line 2 with the following new paragraph:

--If during the operation of the clutch 27, the pre-determined torque is exceeded, then the clutch ~~slips~~ will slip, and a relative rotational movement ~~occurs~~ will occur between the clutch housing 37 and the ring-shaped container 38 with sliding friction occurring at the ~~interface~~ respective interfaces between the ring-shaped disks 45 and 46 and the end ~~face-walls~~ plates 43 and 44, ~~respectively~~, of the ring-shaped container 38. The relative rotational movement is made possible by the clutch housing 37 with its cylindrical sleeve or enclosure 50 that concentrically surrounds and is spaced from the ring-shaped container 38 so as to leave a circumferential ring-shaped void 63. It will be appreciated that heat generated at the interface of the clutch friction disks 45 and 46 and the container end ~~faces~~ plates 43 and 44 will be dissipated by the liquid coolant carried inside the container 38. Further, the various slots or openings 51 in the enclosure 50 also help in the dissipation of heat generated when the clutch 27 slips.--